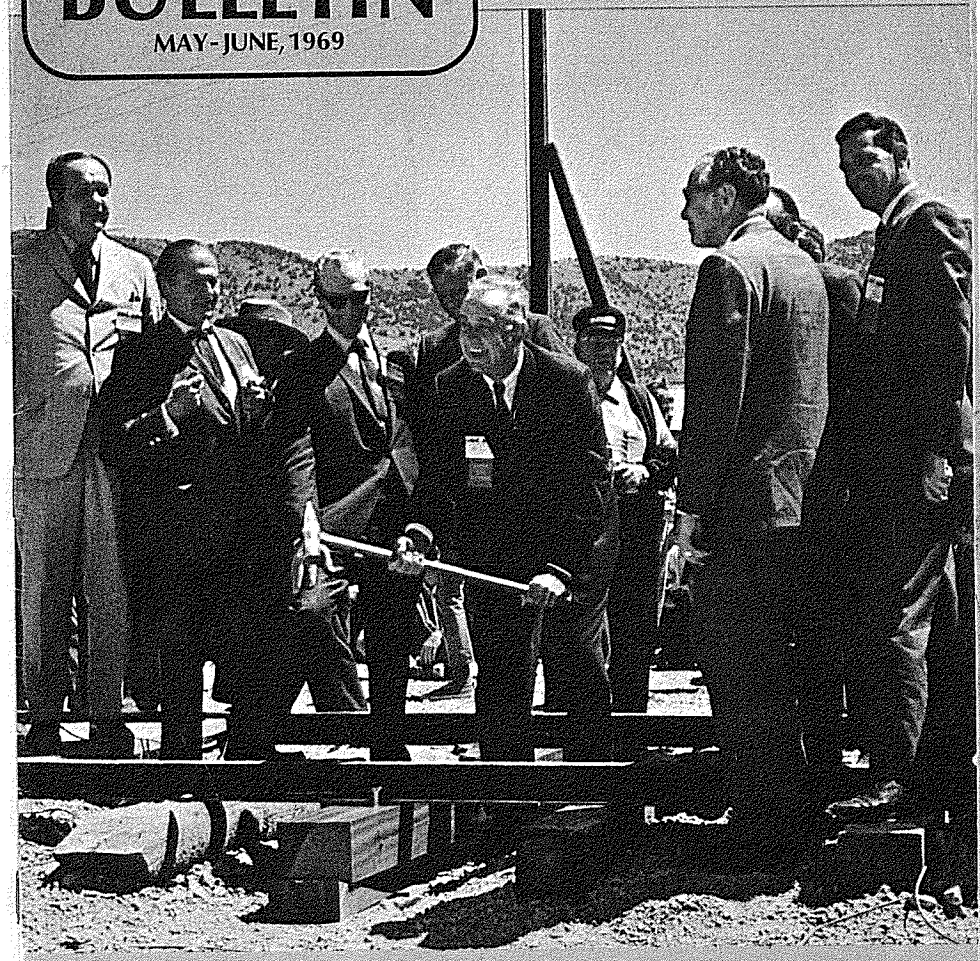
Southern Pacific BULLETIN

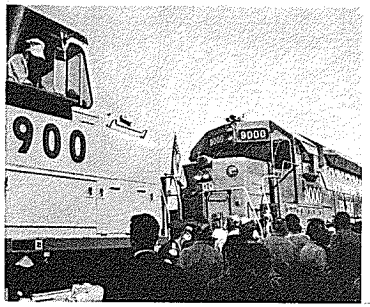
MAY-JUNE, 1969

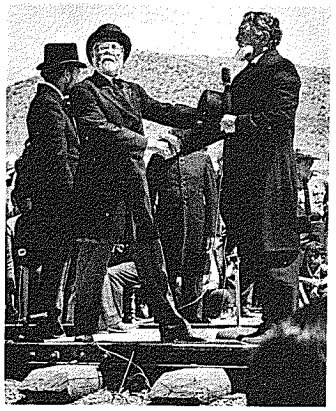


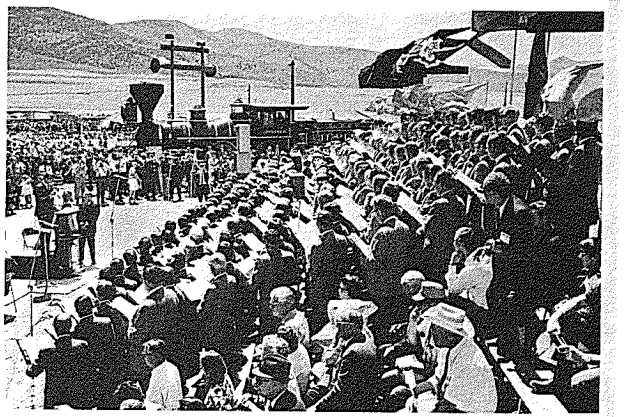
President B. F. Biaggini Drives Second Century Golden Spike at Promontory, Utah.

Special Golden Spike Centennial Issue

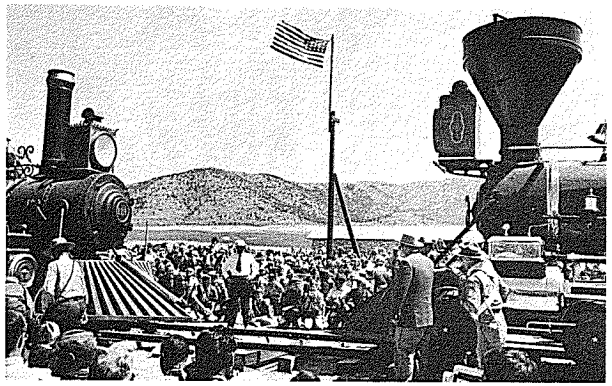
Standing aboard powerful diesels (shown below), owned by their respective railroads, Southern Pacific President B. F. Biaggini, right, and Union Pacific President E. H. Bailey reach out to shake hands in this modern version of the 1869 ceremony. The diesels were spotted at Ogden, since rails no longer reach Promontory.

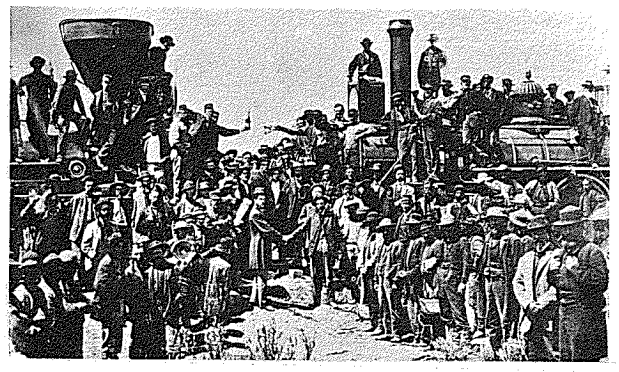






LEFT: Actors representing former California Gov. Leland Stanford, right, president of the Central Pacific, and Dr. Thomas C. Durant, vice president and general manager of the Union Pacific, shake hands in re-enactment of 1869 ceremony put on by the Box Elder County (Utah) Golden Spike Assn. at Promontory. ABOVE: The famed Mormon Tabernacle Choir helped provide music for the centennial observance.





LEFT ABOVE: Crowd at Promontory on May 10 watches as replicas of Central (now Southern) Pacific's "Jupiter," right, and UP's "No. 119" approach each other on specially-constructed track. LEFT: This famous photo, taken at the "Joining of the Rails" 100 years ago, appears in virtually every grammar school history book.

As 25,000 People Watch:

New Gold Spike Is Driven at Promontory

The 100th anniversary of the driving of the Golden Spike — one of the most momentous events in American history — was celebrated May 10 under a cloudless sky at Promontory Summit, Utah.

More than 25,000 people from all over the United States journeyed to what is normally a lonely, windswept plateau, 54 miles from Ogden, to watch a re-enactment of the ceremony that changed the face of this nation for all time.

The 1869 spike-driving ceremony marked the completion of America's first transcontinental railroad and the linking of the Atlantic and Pacific Oceans by rail. It also brought an end to the isolation of the western frontier, as the iron horse replaced the stage coach, wagon train and clipper ship.

As part of this year's centennial observance, a new gold spike was driven into a polished laurel tie, symbolizing the beginning of a second century of vital transportation service to the people of the West.

Taking turns pounding it home with a silver-plated track maul were President B. F. Biaggini, Secretary of Transportation John A. Volpe, Utah Governor Calvin L. Rampton, Union Pacific President E. H. Bailey and other dignitaries.

In a brief talk, Secretary Volpe paid tribute to the men responsible for the joining of the rails at Promontory 100 years ago.

"Like all great enterprises," he said, "this effort was sustained by men of all nations, races and social origins — the Irish, the Germans, Italians, Chinese, blacks — by veterans of both the Union and Confederate armies, by Mormon settlers — by card sharks, fortune hunters and straw bosses who swore mightily, as well as by Puritans who swore only by hard work."

Describing the advanced technology of today's railroads, he said, "Some ten days ago I was privileged to be conducted on a two-hour tour of Ben Biaggini's Southern Pacific operations in San Francisco, where the use of computers, video tape, microwave links and other sophisticated devices is resulting in genuine twenty-first century railroading."

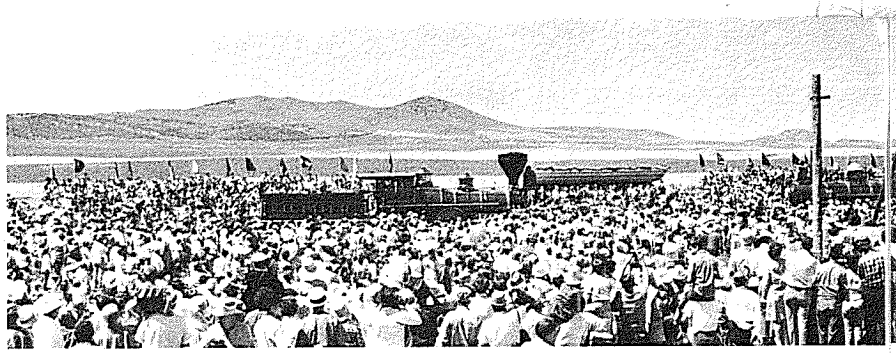
Volpe forecast that "by 1975 a trillion ton-miles of freight will be transported by rail in this country — up 25 per cent in nine years in spite of extremely vigorous competition."

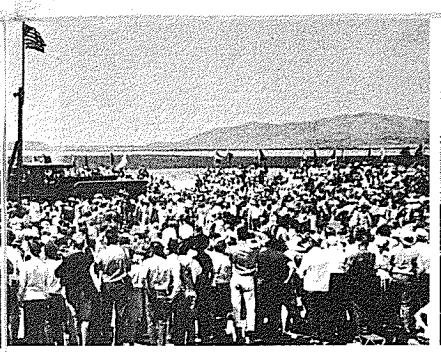
Calling railroading a "growth industry," he said, "I am convinced that it will give birth to even more new ideas and will continue to transform itself in response to new technology and new

COVER

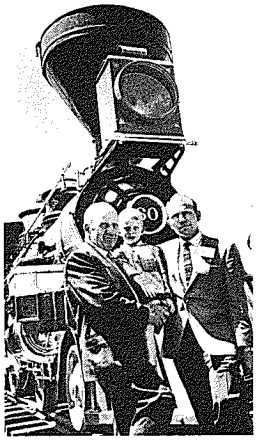
Shown driving a new gold spike during ceremonies at Promontory Summit, Utah, on May 10 is President B. F. Biaggini, 14th successor to Leland Stanford, who hammered home the original gold spike in 1869. Looking on are, l-r, Rep. Laurence J. Burton and Sen. Frank E. Moss, both of Utah; UP President E. H. Bailey; Secretary of Transportation John A. Volpe (behind Mr. Biaggini); retired UP Telegrapher H. J. Sessions, who took part in a re-enactment of the 1869 ceremony; Thomas M. Goodfellow, chairman of the Golden Spike Centennial Commission and president of the AAR; and Mitchell Melich, solicitor general for the U.S. Dept. of the Interior.

— Photo by John Plytnick, asst. engineer, Valuation Dept., San Francisco





ABOVE: Part of crowd of over 25,000 at Promontory. RIGHT: Shown with his father and grandfather in front of replica of "Jupiter" is Drew Lashus, 4, of Sacramento, great-great-grandson of "Jupiter's" engineer at 1869 ceremony. BELOW: John A. Volpe, secretary of transportation and principal speaker at Promontory, holds gold spike and silver track maul used in observance.



opportunity. My friends, the railroads are just beginning to roll!"

Governor Rampton, delivering the welcoming address, noted that "with the driving of the Golden Spike, our country became in reality 'one nation, indivisible.'" The event in 1869, he said, "established Utah as the crossroads of the West," and he added that "we owe a debt of gratitude to the railroads and the men who run them."

Joining Secretary Volpe and Gov. Rampton on the speakers' stand was Thomas M. Goodfellow, chairman of the Golden Spike Centennial Commission and president of the Association of American Railroads, who introduced other honored guests.

Among them were: Mitchell Melich, solicitor general for the Department of the Interior; Mrs. Virginia Mae Brown, chairman of the Interstate Commerce Commission; ICC Commissioner Wallace R. Burke; Harold B. Lee, a member of the Council of Twelve Apostles, and President Hugh B. Brown, first counselor, The First Presidency, The Church of Jesus Christ of Latter Day Saints; leaders of various ethnic groups, including Chinese, Irish, blacks and Indians; and U.S. senators

LEFT: Ceremonies at Promontory on May 10 began with presentation of colors by representatives of all the armed services.

and representatives from California, Nevada, Utah, Wyoming, Colorado, Idaho and Indiana.

Southern Pacific's delegation included, in addition to Mr. Biaggini; A. C. Furth, vice president and general counsel; R. L. Pierce, general solicitor and a member of the Golden Spike Centennial Commission; J. G. Shea, general public relations manager; M. E. Mitchell, traffic manager, Central District; and E. A. Bancroft, general agent, Salt Lake City.

Singled out for special recognition at the ceremony were more than 100 descendents of the founders and builders of the Central (now Southern) Pacific and Union Pacific who were on hand for the occasion.

Among them was Sacramento Division Superintendent R. R. Robinson, whose great-grandfather and grandfather both worked for the Central Pacific, whose father was a locomotive engineer on our Los Angeles Division, and whose brother is assistant to the vice president at Houston. His great uncle, L. L. Robinson, in 1855 helped build the Sacramento Valley Railroad, first railroad in California and one of the earliest parts of what is now the Southern Pacific System.

Our Company has been in the transportation business for 118 years, dating its ancestry back to a tiny Texas railroad, the Buffalo Bayou, Brazos & Colorado, which began building west from Houston in 1851.

Highlight of the May 10 observance was the re-enactment of the original Golden Spike ceremony by costumed members of the Box Elder County (Utah) Golden Spike Association.

Climaxing this pageant was the driving of the Golden Spike by actors representing former California Gov. Leland Stanford, president of the Central Pacific, and Dr. Thomas C. Durant, vice president and general manager of the Union Pacific.

In the 1869 ceremony, Stanford swung a track maul attached by wire to a telegraph circuit. While he reportedly missed the Golden Spike, the telegraph circuit was closed and the telegrapher signaled "Dot-dot-dot. Done!" to the waiting nation.

Whistles blew and bells clanged in cities across the country. An official message was flashed to President Ulysses S. Grant:

"The last rail is laid. The last spike is driven. The Pacific Railroad is completed to a junction 1086 miles west of the Missouri River and 690 miles east of Sacramento."

During the re-enactment ceremony, the same message was wired to President Richard M. Nixon at Key Biscayne, Fla.

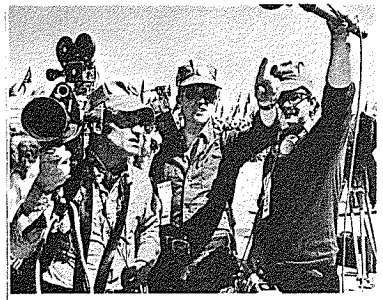
ABOVE: The centennial observance included dedication of attractive, air-conditioned Visitor's Center at Promontory, containing a museum, auditorium and other facilities.

The huge crowd at Promontory cheered as replicas of the CP's "Jupiter" and UP's "No. 119" touched pilot-to-pilot in a recreation of the scene immortalized in photographs and paintings of the 1869 ceremony.

The "Jupiter" is actually the "Genoa," a 97-year-old Virginia & Truckee locomotive loaned for use in centennial ceremonies by the Pacific Coast Chapter of the Railway & Locomotive Historical Society. Southern Pacific shop forces in Sacramento converted her into a beautiful replica of the doughty little CP locomotive that pulled Gov. Stanford's train to Promontory 100 years ago.

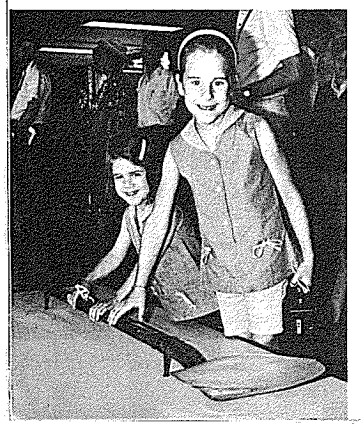
Serving as Southern Pacific's engine crew aboard the "Jupiter" for the centennial were retired locomotive engineers J. H. Wright and Frank Dillingham, both of Ogden. Dillingham was the last man to pilot a train over the original CP route north of Great Salt Lake and through Promontory.

The original CP line was bypassed in 1904 when Southern Pacific built the 32-mile Lucin Cutoff across the lake. The rails remained in place until an "Un-Driving of the Last Spike" ceremony was held in 1942. They were taken up to meet a World



Over 200 representatives of radio and TV stations, newspapers and magazines covered the May 10 ceremonies at Golden Spike National Historic Site. Among them were reporters and cameramen from international wire services, U. S. Information Agency, Brazil and other Latin American countries, Canada, Mexico, Japan, France, Australia and the United Kingdom. At left is crew representing French Broadcasting System; at right, TV cameraman and other newsmen get set to cover re-enactment pageant.

ABOVE: These pretty girls were ushers at Promontory. They are Laura Robinson, center, "Junior Miss" of Brigham City, Utah, and two of her attendants, Mindy Morris, left, and Dale Hepworth.



LEFT: Smiling as they touch the shovel used to break ground for the Central Pacific in 1863, now on display in the Visitor's Center at Promontory, are Amy, 5, and Holly, 7, daughters of D&RGW Sheetmetal Worker and Mrs. K. C. Fiansburg of Denver.

War II need for scrap metal, but the original embankment is still clearly visible today.

Southern Pacific donated 15½ miles of the CP's original right-of-way at Promontory to the people of the United States, who are now the owners of the Golden Spike National Historic Site. On this site, in addition to replicas of the two pioneer locomotives facing each other on a mile of track, is a half-million-dollar air conditioned Visitor's Center, containing a museum, library and small auditorium. This center was officially dedicated on May 10.

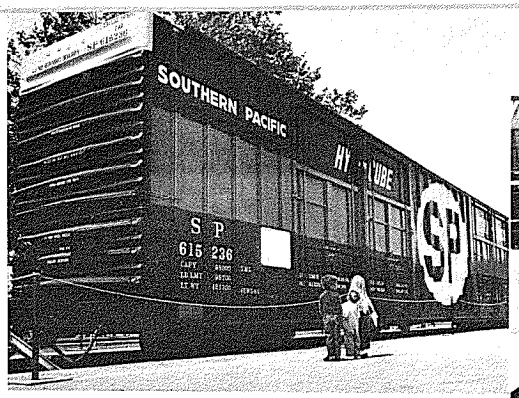
Music at Promontory was provided by the famed Mormon Tabernacle Choir, the Box Elder High School Band, the Salt Lake City 10th LDS Ward Band and elements of the Sixth Army Band from San Francisco, wearing exact copies of the uniforms worn by the 21st Infantry Band at the original Golden Spike ceremony.

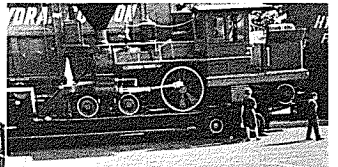
Re-enactments of the driving of the Golden Spike will take place daily at Promontory from 1 to 1:30 p.m., until Sept. 1.

Southern Pacific ran three highly successful special centennial trains — one from Southern California and two from Northern California — for the Pacific Railroad Society, the Orange Empire Trolley Museum, and the Pacific Coast Chapter, Railway & Locomotive Historical Society. These trains, totaling 65 cars and carrying over 1,700 passengers, won enthusiastic praise from officers of the three organizations.

A 3-car museum train, featuring photos and dioramas depicting the Army's close cooperation with the early rail builders has been exhibited in numerous cities. The Army protected railroad work crews and provided maps, engineering data and other aid. The railroad was considered a military necessity by President Lincoln and other leaders in the 1860's.

The Promontory celebration was the high point of more than a week of centennial events in communities along the route of the first transcontinental railroad. Pictured on the following pages are many of the "happenings" which took place in the territory served by Southern Pacific.





ABOVE LEFT: Three small visitors to our exhibit of pioneer and modern railroad equipment at Sacramento Depot are awed by size of huge Hy-Cube Car. ABOVE: Mrs. Virginia Mae Brown, chairman of Interstate Commerce Commission, climbs short flight of steps to visit our exhibit car at Sacramento Depot. Interior view of car appears below. With Mrs. Brown are Vice President and General Counsel and Mrs. A. C. Furth and Asst. General Claims Agent A. C. Thomson, right, of Sacramento. Behind them, parked beside one of our Hydra-Cushion cars is the tiny "C. P. Huntington," No. 1 on engine roster of Southern Pacific.

OUR CONTINUING LEADERSHIP

"The Big Four and their helpers were intelligent, capable, determined, persevering, hardworking, dedicated, visionary. We feel that our modern railroaders are the same, and I pay grateful tribute to them for the job they do. Our Company today is woven even more tightly into the bright fabric of progress in this western region than it was 100 years ago, as it opened this great area to development. For all of these years it has been in the mainstream of the West's need for transportation service. It pledges to work to stay in that position of leadership."

— President B. F. Biaggini at ground-breaking for Big Four Building.

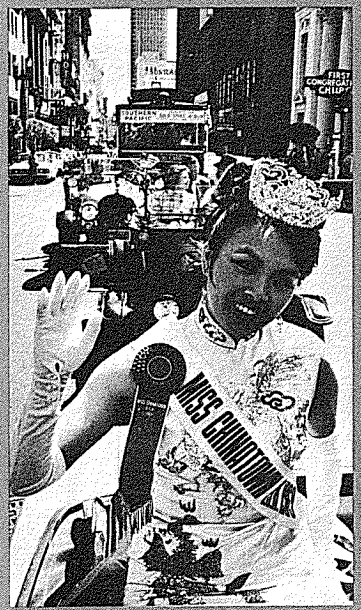
A SALUTE TO ALL WHO TOOK PART

Reflecting great credit on themselves and their Company were the many Southern Pacific people responsible for our successful participation in some 40 Golden Spike centennial events and related activities to date. While space does not permit us to list individual names, special bouquets should go to our Sacramento shop forces whose conversion of the "Genoa" into the "Jupiter" was masterful; to those responsible for the impressive displays of our newest equipment at Sacramento and Ogden; to everyone connected with the precision-handling of our three special centennial trains; to those who worked out our friendly cooperation with scores of civic organizations and committees; to those who quietly looked after the safety of crowds attending centennial events; and to our people in Ogden and Salt Lake whose hard work contributed so much to the success of events in Utah.

We salute all of the Southern Pacific men and women who helped make these centennial events a matter of pride to all of us.

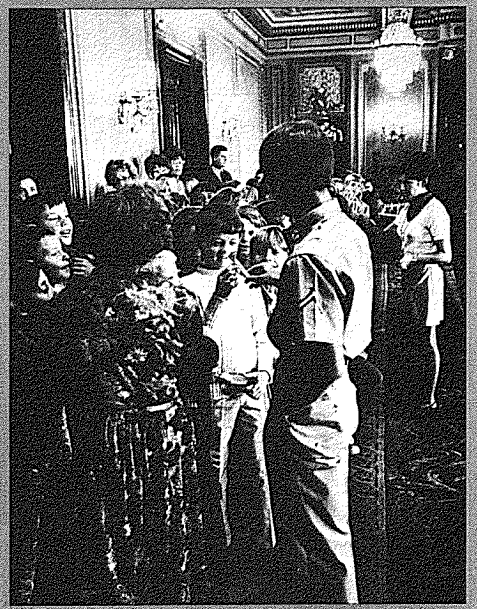
Thousands See Gold Spike Album

Shown in San Francisco, Salt Lake City and Ogden; coming to Sacramento.



LEFT: "Miss Chinatown" Carole Young waves to crowd as she rides in San Francisco Golden Spike Centennial Parade held in connection with dedication of Gold Spike Album, a series of paintings by 100 California artists on state's history, with special emphasis on building of Central Pacific. ABOVE: Crowd gathers in rotunda of San Francisco's City Hall to view the collection, assembled under our sponsorship.

ABOVE: Utah Gov. Calvin L. Rampton, left, and Southern Pacific General Agent E. A. Bancroft attend showing of Gold Spike Album in state capitol building at Salt Lake City. RIGHT: Hundreds of school children saw paintings there and also got a thrilling chance (as shown here) to touch the real gold spike used in 1869.



ABOVE: Adding beauty to San Francisco Parade were, l-r, Sharon Solberg of TOPS, Dale Holmsten of PMT, and Judy Becker, a friend of the two Southern Pacific girls. RIGHT: "Dear me!" exclaims Virginia Baily of TOPS, wearing 1869-era costume, as she looks at "Miss San Francisco" Madeline Hines' 1969 mini-dress. The joking encounter was part of San Francisco parade fun.

ABOVE: Artist and Mrs. Peter Van Velthuysen, right, show his painting of C. P. Huntington, one of the "Big Four," to "Miss Chinatown" and Dr. Wei Ren Feng, executive secretary, Chinese Chamber of Commerce, San Francisco.

ABOVE LEFT: Senior Vice President J. B. Reid, who presided at dedication of Gold Spike Album in San Francisco, discusses program with Mrs. Marjorie Close, president, Society of Western Artists.

LEFT: Southern Pacific Glee Club, under the direction of Dorothy McDougall (back to camera) of the Personnel Dept., sang on the steps of San Francisco's City Hall during the dedication ceremonies.

PLAQUES HONOR PIONEER CHINESE RAIL WORKERS

Two bronze plaques paying tribute to Central Pacific's Chinese workers whose hard work and courage helped carve a railroad out of a wilderness were unveiled at San Francisco by Chinese Historical Society of America and later placed at Sacramento and Promontory. LEFT: Mrs. Lee Shee Wing Chinn, 99, daughter of a CP worker, handled unveiling, assisted by her son, Thomas W. Chinn, right, executive director of Society. Others, l-r, are Philip P. Choy, the Society's president; Tung-hua Chou, counsel general, Republic of China; and Supervisor Peter Tamaras. BELOW: Crowd at San Francisco unveiling ceremony.

HISTORIAN EXPLAINS RAILROAD'S ROLE IN DEVELOPING CALIFORNIA

BUILDING of the Southern Pacific and the first transcontinental railroad was the key to the real opening of the West, a noted Western historian told the Golden Spike Centennial luncheon of the California Historical Society in San Francisco May 6.

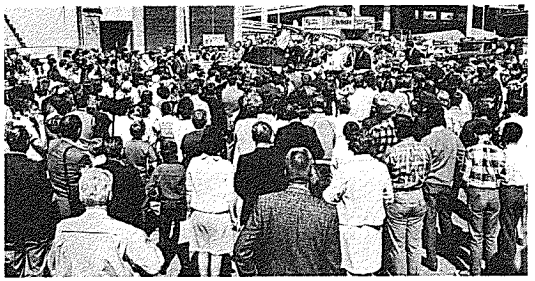
Professor William H. Hutchinson of Chico State College said that the coming of the railroad sliced the time and distance that divided the nation from a 25-day trip by stagecoach from Missouri to California to 6 days, 20 hours, coast-to-coast.

"Without the swift access to market the railroad provided," he said, "the citrus industry could never have burgeoned as it did (and the impact of that industry, both economic and psychological, upon California's growth cannot be overestimated) . . . the lumber industry could not have contributed its massive pulsations to the state's development . . . the San Joaquin Valley's great wheat days could not have presaged the dramatic transition of California agriculture from basic cereal-grain production to a diversity of high-value crops that make it a mainstay of the state's economy today . . . the health and sun seekers could not have flooded into California to view the wonders of Yosemite and Tahoe and the redwoods . . . and Los Angeles could not have begun that sustained, seemingly ever-accelerated growth. . . ."

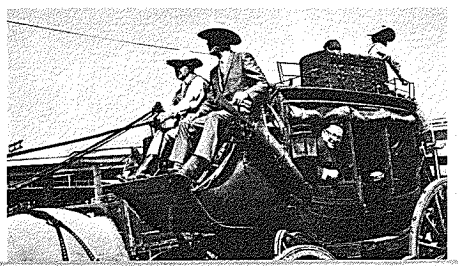
ABOVE: Conferring at San Francisco luncheon of California Historical Society are Gardiner Johnson, left, the Society's president, and W. H. Hutchinson, Chico State history professor, quoted at left. BELOW: Among descendants of "Big Four" attending luncheon were Mrs. Alexander von Hafften and Alexander, Jr., 12, a great grandnephew of Leland Stanford, shown at right in painting.

BREAKING GROUND FOR THE "BIG FOUR BUILDING" AT SACRAMENTO

ABOVE: In talks at Sacramento ground-breaking for "Big Four Building," President B. F. Biaggini, left, and California Gov. Ronald Reagan both praised vision of CP founders. RIGHT: Governor and Sacramento Mayor Richard Marriott officially break ground for reconstuction of Huntington & Hopkins Hardware Store, first headquarters of Central Pacific, being re-built in 9-acre State Historic Park, which will include rail museum. Its original site was taken over for freeway.



LEFT: Gold Spike is given last minute check by, l-r, Milton L. Weilenmann, who represented governor of Utah at Sacramento ceremonies; Asst. Special Agent Jerry Stoneking; and General Public Relations Manager J. G. Shea. Minutes later Gold Spike was aboard "City of San Francisco" enroute to Utah for use in centennial events there. RIGHT: Crowd at Sacramento ground-breaking. BELOW LEFT: Vice President and General Counsel A. C. Furth arrived at ceremony in stage coach. BELOW RIGHT: Chatting at Sacramento reception for visiting Utah delegation are, l-r, Frank O'Brien, chairman, Sacramento County Board of Supervisors; Ed Combatalade, chairman, Sacramento Gold Spike Centennial Comm.; and A. C. Thomson, asst. general claims agent.

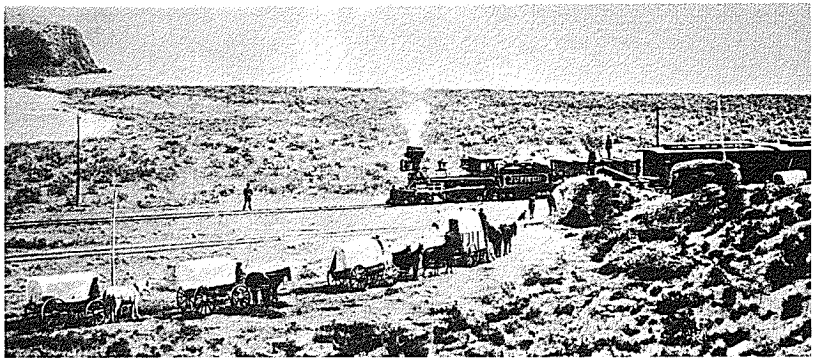


Sacramento Celebrates Centennial

ABOVE: Crowds line streets to watch Sacramento's gala Golden Spike Centennial Parade. TOP LEFT: Among marchers in parade were these pint-sized railroaders. LEFT: Named best float in parade was "Jubilee Train" entered by Rocklin, Calif. BELOW LEFT: A happy group pictured at Golden Spike Centennial Ball, sponsored by Chinese community at Confucius Temple, Sacramento. Mural depicts Chinese workers building Central Pacific. BELOW: Members of 6th Army Band from San Francisco, wearing replicas of uniforms worn by 21st Infantry Band at Promontory in 1869, played at numerous centennial events. Here they entertain during Sacramento plaque dedication.

ABOVE: Shown, l-r, are Sacramento Division Supt. R. R. Robinson; Philip Choy, president, Chinese Historical Society of America; and Alfred R. Golze, president, Sacramento Section, American Society of Civil Engineers. Choy and Golze both unveiled plaques, one honoring CP's Chinese workers; the other naming CP as National Civil Engineering Landmark. ABOVE RIGHT: On behalf of Chinese community, Dr. Herbert Yee accepts plaque honoring Chinese rail builders from Sacramento's fun-loving E. Clampus Vitus group.

ABOVE: Seated in cab of "Gov. Stanford" on display at Sacramento Depot is Mrs. Anthony R. White and Alexis, 2. Mrs. White is great-granddaughter of Charles Crocker. CENTER ABOVE: This banjo band entertained at St. Patrick's Day Mummers' luncheon in Sacramento and other centennial events. RIGHT: Telling his 6th graders all about Hydra-Cushion car in our equipment display is Sacramento Teacher Jack Norman.



On May 8, 1869, enroute to Promontory, Utah, for the driving of the Golden Spike, Gov. Stanford's train was met by one of the last wagon trains along the shore of Great Salt Lake. The transcontinental railroad brought a new era in transportation.

"They Opened the Gates of the West . . ."

By Bill Stall
Associated
Press Writer

Newspapers, magazines, TV and radio shows, books and historical papers all gave major attention this Spring to the Golden Spike Centennial observances. Associated Press, one of the major international wire services, sent a detailed feature story by Bill Stall, A.P.'s Sacramento bureau manager, accompanied by several illustrations, to newspapers throughout the country. Through the courtesy of A.P., we reprint part of Mr. Stall's story here.

They opened the gates of the American West to mass immigration. They took the pioneer off the covered wagon and put him on the Iron Horse, pounding across the desert and mountains toward California at the dizzy rate of 20 miles an hour.

"The Big Four," they were called.

Their names were Leland Stanford, Mark Hopkins, Collis P. Huntington, Charles B. Crocker.

They built the Central Pacific Railroad from Sacramento to Promontory, Utah — 690 miles of wooden ties and iron rail, blood, sweat, financial wizardry and political intrigue.

At Promontory, Utah, on May 10, 1869, Central Pacific President Stanford helped drive the last golden spike that physically tied East to West, Atlantic and Pacific by a fragile link of rails.

The scene appears in nearly every grammar school history book. The funny little locomotives meet nose-to-nose on the Utah plains — the Central Pacific's diamond-stacked "Jupiter" on the left and the Union Pacific's "No. 119" on the right.

An inscription on the golden spike, now owned by the Stanford University Museum, reads, "May God continue the unity of our Country as this Railroad unites the two great oceans of the world."

The meeting of the rails was reenacted by history fans and railroad buffs at Promontory this May 10. The telegraph clicked out the same message as it did at 12:47 p.m. 100 years earlier: "Done! The last rail is laid. The last spike is driven. The Pacific railroad is completed to a junction 1086 miles west of the Missouri River and 690 miles east of Sacramento City."

The Central Pacific, later the Southern Pacific, forged a route eastward across the Sierra Nevada, the state of Nevada and the Utah salt flats.

The Union Pacific didn't get substantially under way until 1865, when the Civil War was over and a ready supply of labor became available in the form of out-of-work soldiers.

The UP built westward across the rolling plains of Nebraska and Wyoming and up through a broad natural pass in the Rockies. For much of the way, its materials were shipped cheaply up the Mississippi and Missouri rivers to the railhead.

In California, the first shovelful of earth was turned by Stanford on a rainy Jan. 8, 1863, at the foot of K Street near the Sacramento River. He was then governor of California as well as president of the Central Pacific Railroad — a railroad with great plans and few physical assets.

As Stanford used a silver shovel to turn the first earth, the more pragmatic Huntington, a hardware merchant, is reputed to have grumbled, "If you want to jubilate in laying the first spike here, go ahead and do it. I don't. These mountains look too ugly and I see too much work ahead. We may fail, and I want to have as few people know it as we can."

Huntington, a massive figure physically, ultimately emerged as the strong man of the Big Four. He also outlived the others, surviving until 1900.

The Big Four had the means, they thought, to build the railroad. The vision for it came from another man, Theodore D. Judah, an evangelistic young railroad planner whose goal was successful promotion of a transcontinental railroad. Judah tried and failed to interest San Francisco bankers.

Then he approached the Sacramento Big Four. They were merchants who were becoming prominent in the community and the new Republican party. Judah emphasized the quick profits to be realized from hauling freight to and from the Nevada mines.

Over the years, the four Sacramento merchants kept firm control of Central Pacific — later Southern Pacific railroad—stock. By doing this, they assumed all financial risk and the debt built up during the costly construction period. They were heavily criticized in later years, when the expanding railroad reaped huge profits — swelling the fortunes of the Big Four to an estimated $120 million. A current Southern Pacific Co. publication notes that the Big Four took the risks, "accepted the challenge of the Sierra and later reaped the rewards of their efforts." When construction was done, the publication says, "They proceeded to make the railroad valuable by making it pay — a task just as difficult as the original construction."

The Grand Enterprise

Our centennial movie, "Southern Pacific: The Grand Enterprise — 1869-1969," has won high praise from the public and from our General Office employes.

The 16 mm., sound-color film, is 22½ minutes long and is narrated by Roy Neal, noted West Coast newscaster for NBC-TV and radio.

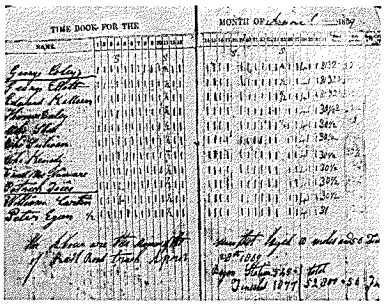
It tells how the Central Pacific built the western half of America's first transcontinental railroad, and describes Southern Pacific's role in developing the West, with scenes showing some of our newest equipment and facilities.

Employes at many points will have an opportunity to see the film. Bookings for traffic clubs, civic groups and others may be arranged through Southern Pacific Public Relations offices..

Eight Brawny Irishmen Each Carried 125 Tons

On April 28, 1869, Central Pacific's Irish and Chinese workers completed 10 miles and 56 feet of track in one 12-hour day, a feat never since equaled. Ties were laid several miles in advance and material distributed at strategic points. While officers of both railroads and newspapermen watched, CP forces moved ahead with precise teamwork. Eight brawny Irishmen, under Foreman George Coley, hauled rails into position. They were followed by Chinese crews working as spikers, bolters, track surfacers and tampers. Track was laid at rate of nearly a mile an hour. Task involved bringing up and placing 25,800 ties, 3,520 rails, 55,000 pounds of spikes and many other items. Each Irish rail handler carried a total of 125 tons of iron that day, and each received four days' pay for the feat. Shown at left below is replica of CP's sign noting achievement (original is in Promontory museum), given to National Historic Site by Pacific Coast Chapter, Railway & Locomotive Historical Society and dedicated on May 10. Standing beside sign is Ward Kimball of jazz band, "Firehouse Five Plus Two." At right below: original CP time card listing names of rail handlers.

Sacramento Bee Photo at left.



SPECIAL TRAINS IN THE SIERRA

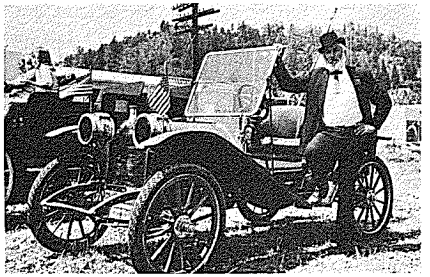
BELOW: Dick Doughty (holding microphone) of KRON-TV, San Francisco, interviews members of Pacific Coast Chapter, Railway & Locomotive Historical Society in dome lounge of one of two trains we ran for Society. LEFT: The Richard A. Millers of Sacramento pose for TV cameras on train's rear observation platform.

AUBURN Boys in their gym clothes were part of crowd greeting special train stopping in Auburn to dedicate plaque (right) marking date CP reached Auburn. Pretty girl at right is Nancie Shumacher, a descendant of Mark Hopkins, one of Big Four.

NEWCASTLE Helping dedicate plaque at Newcastle were Ruth I. Mahood, left, president, Conference of California Historical Societies, and Irene Simpson, director of historical research, Wells Fargo Bank. RIGHT: Shown, l-r, are: Bob Reitter, who designed Newcastle plaque; Jerry Veiga, who helped build site for it; Mrs. Helen Bale of Newcastle's Community Club; Kevan Tokutomi, another site builder; Richard Saladana, chairman of Newcastle's Centennial Committee; Mrs. Reitter; and Assemblyman E. A. Chappie.

ROSEVILLE Officiating at dedication of historic landmark plaque at Roseville were, l-r above, David A. Tucker, state park historian; Kathleen Marinoble, Placer County "Festival Queen"; and Roseville Mayor Willard Dietrich.

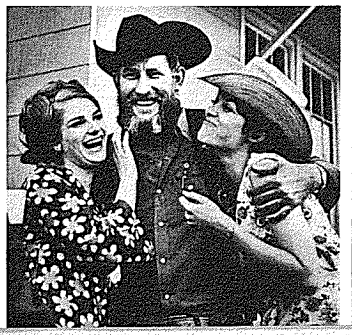
ROCKLIN Shown with Rocklin's plaque (right) are Joyce Casey, "Jubilee Queen," and Howard Scribner, who helped plan community's Golden Spike centennial celebration.



COLFAX Beards, costumes and old-time cars were part of the fun as Colfax celebrated the centennial. One of the two Locomotive & Historical Society special trains stopped there for plaque dedication ceremony.

LIVERMORE Mayor Gilbert Marguth, left, gives plaque noting importance of CP to development of Livermore to Fred A. Stindt, chairman, Pacific Coast Chapter, Railway & Locomotive Historical Society, for inclusion in exhibit at Promontory.

TRUCKEE BELOW LEFT: Sonny Hulbert was named "Champion Beard Grower" in connection with Golden Spike festivities in Truckee. BELOW RIGHT: Crowd gathers at Truckee depot for dedication of historic landmark plaque. Lead units of special train can be seen at right.



OGDEN

Shown at right is crowd which gathered at Ogden Union Depot to watch Mayor Bart Wolthuis present keys to the city to President B. F. Biaggini, UP President E. H. Bailey and AAR President Thomas M. Goodfellow, chairman of Golden Spike Centennial Commission. Also at depot was a display of our latest equipment. BELOW: Vice President L. E. Hoyt, right, spoke at Golden Spike banquet in Ogden, sponsored by Pacific Coast Chapter, Railway & Locomotive Historical Society. Shown with him is Mayor Wolthuis, center, and Arthur L. Lloyd, the Society's excursion director. Hoyt, who also addressed other groups in connection with Golden Spike centennial, said, "I'm proud that private business accepted the challenge and took the risks necessary to build America's first transcontinental railroad."

Southern Pacific Men of Song (above right) entertained at Golden Spike Empire Youth Symphony and Drama Festival program in Ogden and at Golden Spike Centennial Commission "Honors" Banquet in Salt Lake City.

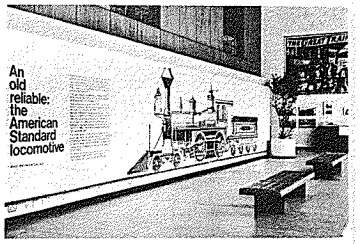
The Sparkling Spike Holding Golden Spike used in 1869 ceremony and featured in many of the centennial observances is Salt Lake City General Agent E. A. Bancroft. Keeping a watchful eye on the priceless momento is Master Sergeant Keith Scott of the Utah National Guard. Light from photographer's strobe unit flashed on head of spike.

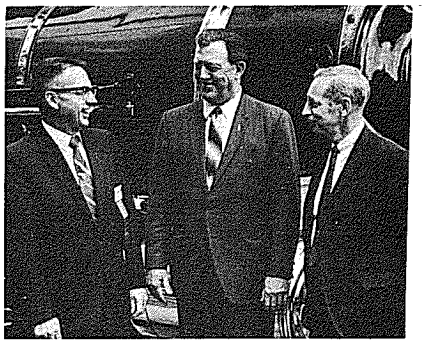
ABOVE: J. H. Long, left, supt., Los Angeles Division, presents award to David J. Bush of Davis, Calif., builder of "Jupiter" model which won prize in National Model Railroad Association contest at Anaheim convention.

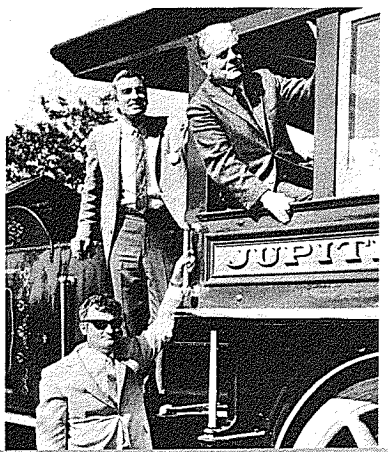
SALT LAKE CITY

Several descendants of Big Four were seated at President B. F. Biaggini's table (below left) at Centennial Commission Honors Banquet in Salt Lake City. Among them were Mrs. Robert A. Henderson (below podium), granddaughter of Charles Crocker; and Mr. and Mrs. Charles Crocker (extreme left and right in this photo). Mr. Crocker is great grandson of his namesake. At podium is Bernard Diamond, Ogden city councilman and master of ceremonies at banquet.

BELOW: Golden Spike exhibit at Amon Carter Museum of Western Art, Ft. Worth, Texas, covers a century of transcontinental railroading in some 600 photographs, posters and paintings. Amon Carter, Jr., left, discusses exhibit with Mitchell A. Wilder, director of the Museum. At right: one of museum's exhibit halls.







ABOVE LEFT: Attending the plaque dedication ceremonies at Sacramento were, l-r, Walter Frame, chairman, Railroad Centennial Committee, Conference of California Historical Societies, who coordinated plans for many of the California centennial events; Mrs. Melanie Connover, who organized Sacramento's gala Golden Spike parade; and George Kraus of our PR Dept., author of "High Road to Promontory" and one of three Southern Pacific speakers at Golden Spike Symposium, University of Utah. Others (not shown) were Vice President L. E. Hoyt and David F. Myrick, author, railroad historian and special assistant, Treasury, San Francisco.

●

ABOVE RIGHT: Shown conferring with J. K. Edwards, center, superintendent of the Mechanical Department's Northern District (work on the "Jupiter" was performed under his supervision), are Walter Krueger, left, director, Golden Spike National Historic Site, Promontory, Utah; and Nathan H. Mazer, executive director of field operations, Golden Spike Centennial Commission, Ogden.

●

LEFT: Shown with replica of "Jupiter" are, l-r, Dr. Denny Anspach, director, Pacific Coast Chapter, Railway & Locomotive Historical Society, who provided technical assistance while our shop forces were working on the tiny locomotive; Thomas Hammer of the Sacramento Historical Society; and Dr. V. Aubrey Neasham (in cab), consultant to the Sacramento Historic Landmarks Commission, who began planning for the Centennial observance two years ago and who played a key part in its outstanding success.

ONE OF HISTORY'S BIGGEST BARGAINS

The Big Four received two kinds of help from the federal government during the construction of the Central Pacific — loans and land grants.

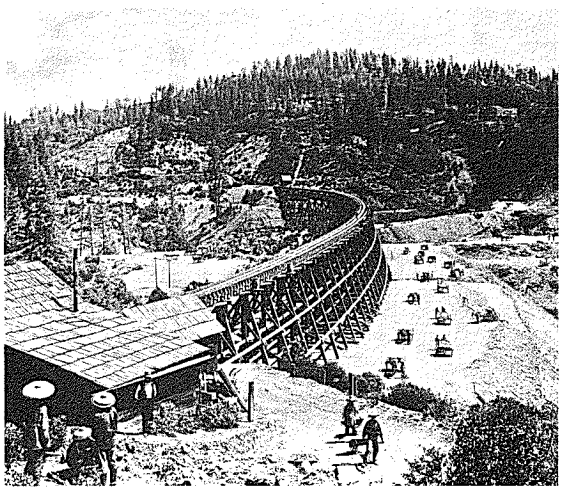
The loans were repaid in full at the rate of 6% interest. The land grants — far from being free gifts — were paid for *10 times over* in the form of reduced rates on government traffic — passengers, freight and mail.

When the reduced rate requirements of the land grants were repealed by Congress in 1945, a Congressional committee reported: "It is probable that U.S. railroads have contributed over $900 million in payments for lands which were transferred to them under the Land Grants Act . . . the total value of the lands at the time they were granted was not more than $126 million."

Reduced rates on most government traffic continued in effect until October 1, 1946, raising the total estimated payments by the railroads to $1¼ billion, or about *10 times the value of the land received.*

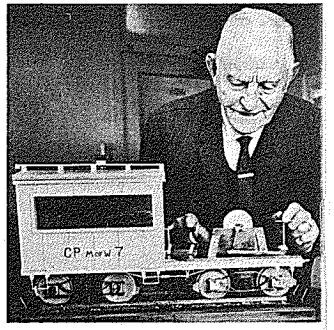
Actually, no federal land grant aid at all was involved in the construction of 90% of the railroad mileage in existence today.

Noted Historian Stewart Holbrook, in his *Story of American Railroads,* said about land grants: "Uncle Sam did not do so badly. If anyone got a bargain in the railroad land grant deals, it seems to have been the federal government."



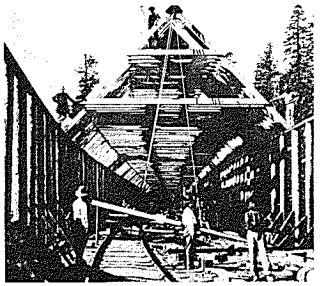
LEFT: Central Pacific's Chinese worker's who contributed so much to building of America's first transcontinental railroad, are shown filling in 1,100-foot trestle over Secrettown Ravine, 62 miles east of Sacramento, with solid earth. The huge job was accomplished with one-horse dump carts and wheelbarrows. CP, in its race with the westward-building UP, bridged many chasms with trestles, returning later to fill them in.

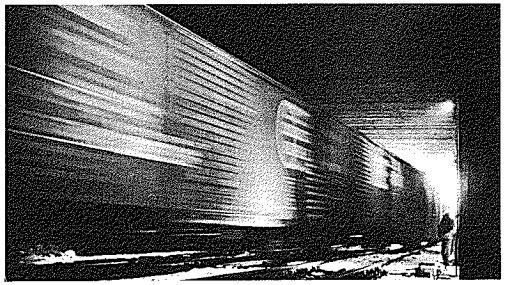
BELOW: Chinese tea carrier brings refreshment to his countrymen working on Sierra tunnel.

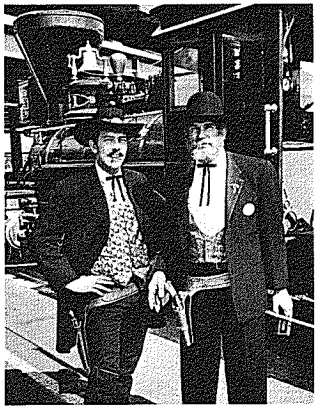


RIGHT: Janice Woodruff, executive secretary, Sacramento Historic Landmarks Commission, and editor of "City of the Plain", a pictorial volume on Sacramento, holds Gold Spike table decoration at centennial luncheon of Honorable Guild of St. Patrick's Day Mummers in Sacramento, honoring role of the Irish in building the Central Pacific

FAR RIGHT: John M. Holt, who retired as general master car repairer at San Francisco in 1954, after 40 years with Southern Pacific, is shown with his model of "C.P. No. 7" a mobile blacksmith and "fix it" shop used to repair wagons, carts, ploughs and road scrapers during construction of Central Pacific over Sierra. "No. 7" operated at rail head and played an important art in keeping equipment in shape during construction period.







ABOVE LEFT: Central Pacific carpenters at work on snowshed near summit of Sierra in 1868. CP had to construct about 40 miles of snowsheds and operating trains through them became known as "railroading in a barn." **ABOVE RIGHT:** Fast Southern Pacific freight rolls through one of our few remaining snowsheds. Modern snow-removal methods have eliminated need for all but about three miles of snowsheds on entire system.

ABOVE: Western garb added color to many centennial observances. Here Peter Giech and Sheriff Chuck Lucas of Rocklin, Calif., are pictured during visit to our Sacramento equipment exhibit. **RIGHT:** This little railroader (on shoulders of friend) celebrated centennial at Truckee. **ABOVE RIGHT:** Pretty Karen Larson, steno-clerk in our Sacramento Freight Office, holds pricesless Gold Spike. She was runner-up in "Miss Transportation" contest. **BELOW RIGHT:** Mike Cleveland, 3, of Salt Lake City says "Gosh!" as he views Gold Spike in display case in Visitor's Center at Promontory.

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A TIME TO LOOK AHEAD

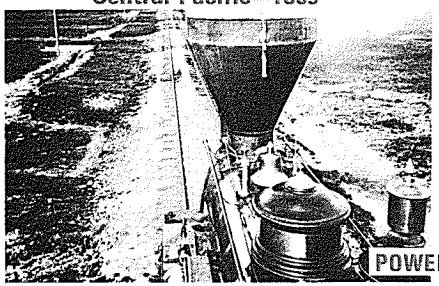
The driving of the Gold Spike at Promontory, Utah, on May 10, 1869, was a great moment in American history. Since then, steam and the telegrapher's key have given way to diesel power and microwave communications and hundreds of other new, more efficient developments. Today, the latest advances in technology—computerization, automation, containerization, specialized equipment — are all working tools on Southern Pacific. Already well into a second century of serving the West, Southern Pacific will continue to be the leader and chief innovator in U.S. transportation.

ABOVE: Single 89-foot container-flatcar loaded with 3 containers dwarfs "Gov. Stanford" in equipment display at Sacramento. In 1869, Central Pacific had about 1,500 freight cars, averaging 24 feet in length. Today, we have about 88,000 cars, ranging up to 89 feet in length.

LET'S SPIKE DOWN SOME DEVELOPMENTS SINCE 1869

POWER FLEET

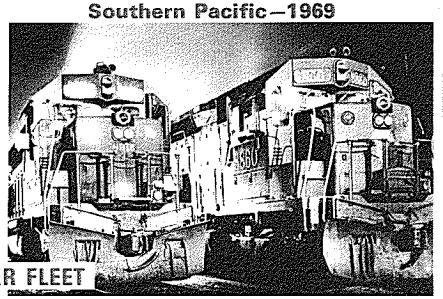
Central Pacific—1869



147 wood-burning locomotives, generating about 59,000 horsepower.

Rail only. Connection with other railroads, wagon freight, and stage coach

Southern Pacific—1969

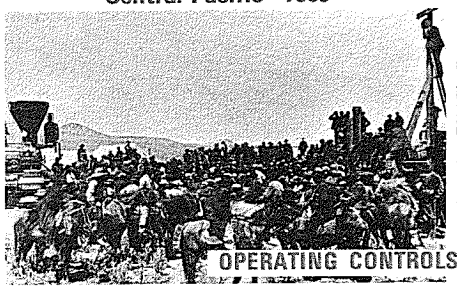


2,184 diesel locomotives, generating over 4 million horsepower.

Trains, trucks, piggyback, pipelines, containers and ocean-land shipments.

OPERATING CONTROLS & COMMUNICATIONS

Central Pacific—1869



Hand-written messages and telegraph. Above, readying the wire to telegraph that Gold Spike had been driven.

$88 million

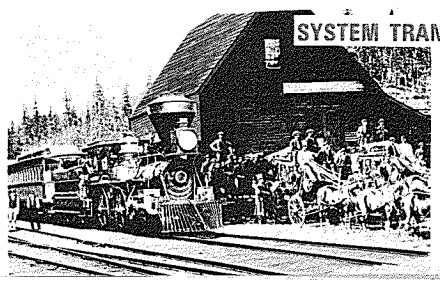
Southern Pacific—1969

The most modern computer and communication systems will keep constant track of 88,000 freight cars.

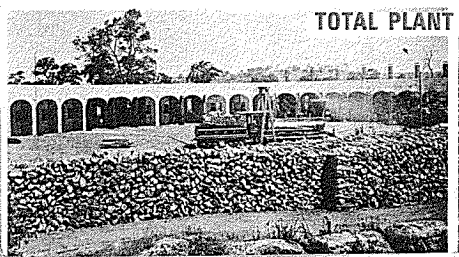
$3 billion

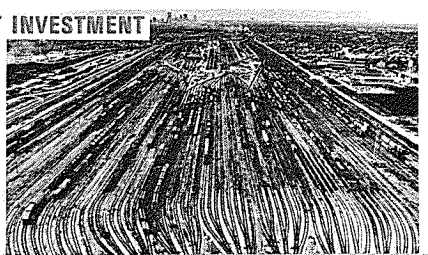
(Below: Gravity Yard, Houston)

SYSTEM TRANSPORTATION



TOTAL PLANT INVESTMENT





Tiny "Gov. Stanford," Southern Pacific No. 1, is dwarfed by huge Hy-Cube car in equipment exhibit at Sacramento.

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